



Capt. George Flavel House, 1885

**HOBSON - FLAVEL
HISTORIC DISTRICT**



**CITY OF ASTORIA
OFFICE OF THE HISTORIC
LANDMARKS COMMISSION**

PHYSICAL DESCRIPTION

The Hobson-Flavel Historic District is a 35 block area with irregular boundaries roughly from First to Ninth Streets and Irving Avenue to Marine Drive. There are 277 separate parcels, with 232 buildings plus 28 compatible detached garages. There are 48 buildings constructed during the primary development period of 1860 to 1897; 80 buildings constructed during the secondary development period of 1898 to 1930. There are 75 buildings built during either of the development periods which are historic, but are deemed to be non-contributing; 16 that were built after 1930 but are deemed to be compatible; 13 are non-compatible, and 45 vacant properties.

The boundaries were determined using standards of National Park Service, including topography, modern redevelopment, and later residential construction.

The 1985 study of potential historic districts in Astoria identified seven: Hobson-Flavel received the highest ranking based on historic significance, integrity, concentration, economic potential, and community support.

The preservation consultants wrote:

HISTORIC STRENGTHS

A rich and varied cultural mix: pioneers, anglo-saxons, sailors from around the world, chinese...

The home of at least seven mayors, numerous major merchants and river captains and many early civic leaders. Most of the city's pre-1890 structures are found here.

Outstanding examples of civic and high-style residential architecture, some already on the National Register of Historic Places and/or the Statewide Inventory.



John Hobson House, 1863

BRIEF HISTORY

- 1844 Col. John McClure proves up on his donation land claim.
- 1849 Conrad Boelling builds first hotel in city near McClure's cabin.
- 1850 Capt. George Flavel arrives from California gold mines.
- 1852 Capt. Flavel received first river pilot license.
- 1856 Territorial legislature incorporates Astoria, composed of parts of Shively's and McClure's claims.
- 1863 John Hobson, 1843 pioneer, moves from Clatsop Plains and builds house at 5th & Bond.
- 1867 Judge Cyrus Olney succeeds to McClure's land claim. Sells lots.
- 1880s Astoria becomes salmon packing center of the world. Many canneries at north edge of district. Workers walk to canneries, often using footpaths up and down the steep hillside.
- 1885 Capt. Flavel builds retirement house.
- 1898 Railroad connects Astoria with Portland.
- 1900 Astoria, with a population of 8,381, is Oregon's second largest city.
- 1920 Boom in fishing, logging, shipbuilding, etc., population tops out at 14,027.
- 1922 Fire destroys Hammond lumber mill (Astoria's principal employer) in summer.
December 8, most of downtown burns. Population loss stagnates community. Lack of development helps preserve historic neighborhoods.

NAMES OF NOTE

Numbers begin at bottom of map.

- 2. Rev. William Gilbert, Presbyterian Ch.
- 12. Charles Brown, shoe store owner
- 18. J. E. Higgins, Astoria National Bank
- 25. Capt. Charles Larson, owned Louise
- 26. Elijah Jeffers, pioneer of 1847
- 30. Capt. Charles Sanders, dredge Clatsop
- 54. Capt. Fritz Elfving, ferry line owner
- 62. Dr. Tolvo Forsstrom, surgeon
- 63. George C. Fulton, attorney
- 67. Frank Dunbar, Sec. of State, 1898-1907
- 70. John Gearhart, Clatsop Plains pioneer
- 72. Charles W. Fulton, U.S. Senator, 1903-11
- 73. Emma C. Warren, county school supt.
- 78. Dr. Fred Casey, dentist
- 78. Christ Carlson Jr. Flavels' chauffeur
- 95. Capt. Marshall Staples, bar pilot
- 100. Capt. Henry Kindred, pioneer of 1844
- 118. Charles G. Palmberg, contractor
- 135. Marshall J. Kinney, salmon cannery
- 135. Narcissa White Kinney, temperance adv.
- 146. Samuel Elmore, salmon cannery owner
- 148. Capt. George Flavel, pilotage service
- 158. Albert M. Smith, mayor, 1909-11
- 167. Peter J. Brix, Knappton Tow Boat Co.
- 175. Emanuel Malagamba, boat builder
- 180. Alexander Gilbert, later Seaside mayor
- 193. Dr. O.B. Estes, state health officer
- 214. John Hobson, county commissioner
- 228. Postmaster John Hahn, mayor, 1882-84
- 237. John T. Ross, grocer, city councilman
- 263. Conrad Utzinger, city councilman
- 265. Clara Weiman, Astor St. saloon owner
- 268. Charles Bernstedt, longshoremen mgr.

ARCHITECTURAL STYLES

1863 Stick Style, John Hobson House	214
1880 Gothic Revival, Capt. Babbidge	90
1885 Queen Anne, Capt. Flavel	148
1885 Italian Villa, Peter Kenny	11
1888 Gothic Vernacular, Capt. Bernstedt	268
1888 Classic Revival Verac. Engstrom	150
1890 Second Empire Baroque, John Ross	237
1890 Stick/Eastlake, Dr. Estes	193
1906 Italianate, Macdonald Apartments	200
1906 Dutch Colonial Revival, Adams	132
1908 Craftsman/Classic Box, Duplex	252
1910 Western False Front, Freund Clnrs.	189
1915 Craftsman, Capt. Elfving	54
1915 Shingle, Fred Casey	73
1915 Craftsman Bungalow, Norman	24
1920 Bungalow, Moved after 1955 slide	204
1923 Jacobethan, First Baptist Church	202



12 BLOCK NUMBER P-PRIMARY S-SECONDARY H-HISTORIC NON-CONTRIBUTING
 123 RESOURCE NUMBER C-COMPATIBLE N-NON-COMPATIBLE V-VACANT

HOBSON-FLAVEL HISTORIC DISTRICT

BENEFITS FOR PROPERTY OWNERS

- State and national recognition that the neighborhood is an important historic resource.
- Experience of other cities shows that increased neighborhood pride means improvement of run down buildings, prettier streetscapes, increased rental occupancy rates, and faster action when real estate is for sale.
- Owners of historic buildings (P & S on map) may volunteer to get a 15-year freeze on assessed value. This encourages major rehabilitation without increased taxation.
- Owners of historic income property may volunteer to get 20% income tax credit on cost of approved rehabilitation. Cost of work must exceed the building's adjusted basis.

RESTRICTIONS ON PROPERTY OWNERS

If a home or building is over 50 years old and if by reason of its condition it qualifies as a historic property (P or S on map), HLC approval must be obtained before the owner may make an exterior change in its appearance, other than painting and routine maintenance. Approval must also be obtained before a building is constructed, moved or demolished.

These controls are not to take away property rights, but to ensure that, if possible, the buildings which reflect the heritage of Astoria are preserved.

